

AVIATION

The Oldest American Aeronautical Magazine

SEPTEMBER 15, 1924

Issued Weekly

PRICE 10 CENTS



Vought UO1 spotting plane being lowered from the U.S.S. Richmond to search for Lieut. Wade's plane

VOLUME
XVII

SPECIAL FEATURES

NUMBER
11

AIR POLICY SUGGESTIONS
WORLD FLIERS REACH NEW YORK
PLANS FOR THE SCHNEIDER CUP RACE
THE DAYTON RACES AND GOVERNING RULES

GARDNER PUBLISHING CO., Inc.
HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK



(Regd. Mark)

For Human Locomotion

In the "Outline of History," H. G. Wells writes that "by 1909 the aeroplane was available for human locomotion." It is an interesting coincidence that since 1909 exactly, The Glenn L. Martin Company has been building quality aircraft.

Without discounting the vital importance of airplanes in military and strictly governmental use, it seems certain that man's most useful exploitation of the air is destined to be as a medium for his own transportation in commerce and industry.

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DAYTON, OHIO

SEPTEMBER 15, 1924

AVIATION

VOL. XVII. NO. 11

Published every Monday

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GARDNER PUBLISHING COMPANY, Inc., Publishers

GENERAL AND EDITORIAL ROOMS: 225 FOURTH AVENUE, NEW YORK

Publishing office

HOBART, N. Y.

Subscription price: Four dollars per year. Single copies 15 cents. Canada, five dollars. Foreign, six dollars a year. Copyright 1924, by the Gardner Publishing Company.

Entered every Monday. Form class ten days previously. Entered as second-class matter Nov. 22, 1920, at the Post Office at Hobart, N. Y., under act of March 3, 1879.

ANZANI WINS

TOUR de FRANCE des AVIONETTES

Drouhin, piloting a Farman Mono-plane equipped with the three cylinder 25 H.P. Anzani engine, on August 10th, won the most difficult contest for light planes ever conducted.

In addition to severe preliminary requirements, the contest consisted of over 1100 miles of difficult cross-country flying throughout France.

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AVIATION

VOL. XVII

SEPTEMBER 15, 1924

No. 11

A Double Loss

WHEN a great pilot is lost to flying through an accident it is lamented by all who are doing their part to advance the art. The passing of Lauri Alexander Pearson from the ranks of our foremost military pilots will be regarded as one of the saddest, broke in time of peace as well as in war, and it seems to be an unavoidable part of aeronautical development. In the long list of super-pilots that have gone to the same end of the heavens and most skillful of our post-war aviators.

When our hearts are troubled by the personal loss, the operation of the fastest airplane in the world, the one that has led the imagination by its wonderful speed performance, it also comes personal regret. With its twin Curtiss-Wright engine transformed into a seaplane, it leaves us without a representative of the class of racing plane that has brought the heart of distinction in American aviation. Suddenly, too, is the fact that there is little likelihood of the Army or Navy being able to hold enough for racing purposes in the future. With appropriations being curtailed, it will take great courage to spend the large amounts required for racing airplanes. Inasmuch as the Navy has decided to conduct its speed affairs in that water flying, there will not be the incentive which can now intensify competition. The decline of the Air Mail to civilian staff strictly to the business of carrying the mails is another loss to aerial competition.

The effect of all this on the Dayton race will also be noticeable. With the only airplane capable of approaching the world's speed record destroyed and foreign nations not coming the Navy withdrew and the Air Mail avoiding race, the race will be easily an Army Air Service contest and a contest of aircraft exhibition.

The opportunity of the Navy is giving the Army Air Service one of its world record ships should be resulted as this race, its such sets of record battleships toward the ground status of air supremacy are in line with real efficiency.

Three Fine Flights

THE trip of Major Spatz and his patient group from this to Washington, New York and return in three days is the kind of flying that represents the country with the possibilities of aerial exhibition. The speed of over 160 miles per hour made by the Navy Curtiss Schneider Cup entry shows the much progress we have made over water. Finally, the flight of Lieutenant Bluff which covered the distance from New York to New York in fifty-eight minutes will appeal to the attention of the traveling public.

Thus, as they did, just before the arrival of the Round the World Flies, the country has been given demonstrations of new accomplishments which should have their reward in public confidence and support.

Airplane Type Names

OCASIONALLY AVIATION has expressed the hope that our aircraft constructors would use the great advantage of giving their planes distinctive type names. The ones with which the public recognizes such names as Rheinstadler, Douglas World Cruiser, or Martin Bomber, should show the constructors the distinct advantage of designating aircraft types by a name instead of by a series of letters and numbers. The custom of adopting the manufacturer's key brand designation has made it almost impossible to handle aerial publicity so that it means anything concrete to the public.

Ahmed, the name of the manufacturer is always associated with his products. The Viking Viking, Viking Vary, Bristol Beffler, Supermarine Seal, Fokker Garuda, Republic Camel and Army Air Service are examples of type names that could well be followed by American practice. The alternative English system is, of course, extremely attractive, and if it could be adopted here it would be a great help to the popular news writer as well as the aeronautical artist. A start in the right direction was made with the Gracie, Eagle, Petrel and Pough, but these were commercial types. Suppose the FWS was known as the Curtiss Chalkie, and we had leaders Vought Vambos, Loening Lightnings, Douglas Defenders, Antonovs Amos, Boeing Blue Cats, or Wright Warriors, how easily the public would distinguish the types and remember them. Instead we have C-1, W-1, P-1, V-1, J-1, T-1, M-1, D-1, H-1. Such designations are so useless that they should be confined to the shop. Names, too, are distinguished by alphabetical jumbles that only confuse.

If the Air Service would join with the constructor, in making a ready for this already noticeable tendency that is being given the public, a great service could be rendered to the whole art. To have aircraft referred to as "Army Duck Ship" or, of course, seaplanes except for the military classification. Then, too, the constructors deserve to have the reward that comes from public appreciation of excellence of design and performance. The service, too, want the public to have an appreciation of the subtly designed types that have to be constructed for their requirements. Publicity is so essential to Air Service affairs as it is to any other governmental activity. To make this way for the public to learn would be a great step forward.

Welcome Home

THE Round the World Flies are home. The welcome of the nation is as low enthusiastic, then the approval of the pilots themselves. To have earned on the tablets of history an enduring achievement is a great feat, but the loss of the heartstrings can never be loosened by glory, no matter how great. The cheer of the welcoming throng are resounding across the continent. Behind it is the more substantial echo—Well Done, Brave Flyers.



The new VOUCHT UO-1 Spotting Seaplanes are the exclusive Aircraft Equipment of the Battleships and new Scout Cruisers of the U. S. Navy's Atlantic and Pacific Fleets

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Every member of the National Aeronautic Association should have a copy as his reference book. The volume will contain much information of vital interest to the N.A.A.

Every member of the Army, Navy and Postal Air Services needs a copy

As the edition is limited, your order should be placed at once.

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A Suggested National Air Policy

That a National Aviation Policy is needed by the United States is obvious. To get such a policy in concrete form AVIATION requested several thoughtful friends of aeronautical progress to make suggestive and constructive recommendations. Some of them are given below and will be printed each week with additions, omissions and such other changes as appear to be helpful toward the formulation of a sound national air policy. Readers of AVIATION and others can render no greater service to the cause of aeronautical progress than contributing their comments and suggestions.

GOVERNMENTAL.

- A continuing program of aircraft development both governmental and commercial.
- A civilian, charged with determining national air policy, is needed in the Government. *Civilian Aircraft committees in the House and Senate to hold aircraft hearings where civilians as well as government officials can express their opinions. *Impartial of fees.
- A detailed aircraft budget for all Governmental Departments, and an annual statement of all expenditures.
- An experienced staff of flying officers at the head of all governmental air defense services.
- Coordination of all government and experimental aircraft work of the government under one agency.
- *Coordination of the aircraft experimental development of the government having government in the various branches themselves.
- Limitation of government manufacture to repair of aircraft and specialized work that cannot be done by private firms. *No limitation on experimental construction.
- The elimination of the duplication of aerial functions and facilities by government departments.
- A country wide Air Mail system of trunk lines connecting the principal cities of the country. *Retention law for air mail pilots.
- Establishment of a National Airway System through cooperation of the Federal Government with States and Cities. *A landing field in every large city.
- A national aircraft law that will regulate aviation, administered by practical pilots and experienced aeronautical engineers. *and Federal air police.
- Membership of the United States in the International Convention for Air Navigation.
- *Increased governmental appropriations for aerial development.
- *Encouragement of aviation rather than subsidy.

COMMERCIAL AIRCRAFT OPERATION.

- Creation of commercial air line by private enterprise or government subsidy.
- Encouragement of participation by private companies in aircraft races and competitions.
- Encouragement of the training of pilots by civil pilots.
- Creating an Esprit de Corps among flying men all over the country by frequent gatherings at aviation meets.
- *Encouragement of safe and sane flying.

INDUSTRIAL AIRCRAFT CONSTRUCTION.

- Recognition that a sound aeronautical industry is a prime necessity of our National Defense.
- An active industrial association that will coordinate the aircraft industry and defend it from attack.
- Encouragement of the designing of new types of aircraft by manufacturers by allowing them to retain their proprietary rights.
- Consolidation of manufacturing firms on specialized types of army and navy aircraft. *If the production demands are heavy.
- Encouragement of research by contractors, universities and other agencies as well as by the government.
- Encouragement of an annual design competition for commercial aircraft.

CIVILIAN.

- A national aeronautical organization composed of public spirited citizens that will take a strong position of leadership on national aeronautical policy. *Unification of all aeronautical organizations into one national association with chapters in all cities and towns.
- An Annual Aviation Week during which the country will think of aerial progress. *32 such weeks.
- The formation of local area clubs by them for the purpose of standardizing flying in all localities.
- Encouraging the public to fly and patronize the air mail and transport facilities.

*Suggested changes.

Curtiss

Speed with Safety



LIEUT. MAUGHAN SUCCEEDED WITH THIS COMBINATION

When the Army Air Service decided to demonstrate to the world the mobility of American aircraft, they chose a Curtiss product.

Lieutenant Maughan's recent flight from New York to San Francisco between the hours of dawn and dusk was accomplished in a Curtiss designed and built Pursuit plane equipped with a Curtiss D-12 motor and a Curtiss-Reed one-piece duralumin propeller.

This threefold combination is indeed hard to beat, as each one preeminently leads its field. The plane of Curtiss design includes all the essentials necessary for high speed racing and high performance military aircraft, among which are:

Extreme maneuverability with comfort and visibility to the pilot at all times;

Multispar cellular wings, with covering of spruce plank-ing instead of fabric—shrapnel proof—no cloth covering to tear off;

Steel tubular fuselage with a readily detachable engine mounting;

Split axle type of landing chassis, in which shocks are

absorbed by rubber discs acting in compression. This chassis, although but a few months old, has already been adopted as the standard type.

Quickly detachable wing or cellular radiators eliminating resistance heretofore required for cooling;

Oil temperature regulator, which permits instantaneous starting, even in the coldest weather, and then maintains the proper temperature of the oil while in flight.

The Curtiss D-12 motor, in addition to holding all the speed records of the world, now has to its credit Lieutenant Maughan's achievement. On account of the small frontal area of the D-12 for the first time the size of the pilot rather than the engine controls the size of the fuselage.

The Curtiss-Reed one-piece duralumin propeller, the safest and most efficient propeller ever tested, is unaffected by hail or rain, tall grass, small particles, age or climatic conditions. It too has done its part in winning these high speed and endurance tests.

The Curtiss Pursuit as a fighting unit has no competitor in the world. It has set new standards for plane, motor, and propeller.

On September 3rd Lieutenant R. C. Moffatt flew from Boston to New York in 58 minutes!

CURTISS AEROPLANE & MOTOR COMPANY, Inc.

GARDEN CITY, L. I.

BUFFALO, N. Y.

